

"This is not my first visit to Pocahontas county or to this delightful community of Hillsboro. I first passed through here during the summer of 1924. In those days, there was little hard surfaced road in the State and I was impressed that your community had then a few miles of hard surfaced road extending from here to a few miles farther south. This together with the short stretch between Marlinton and Campbelltown represented, I think, all of the hard surfaced road in the county. Now times have changed. It is now possible to reach most parts of the county on fine improved roads."

From--Pocahontas Times, June 1, 1939

a speech by Paul Price to the graduating class at Hillsboro.

County roads

"The greater part of Pocahontas county is connected with good county roads leading to the main arteries of travel that have been built and are now maintained by the State Road Commission. The county roads, constructed and maintained under the supervision of the County Commissioners, compare favorably with other counties of the State. Taking advantage of the abundance of chert, gravel and limestone many miles of county road has been improved the past year. In the western part of the county however very few roads of any description have been found, travel being confined to the rough mule trails, and to the logging railroads." Geological Survey, P. Price, 1929
The road to Williams River and Route 39 are the only roads reaching this western section of the county.

Road Supt., and Engineers

1910-This is the first mention I find in the court records of District Road Superintendants. In this year the following ones were appointed by the County Commissioners.

"It is ordered that J. Hull Kramer, Harry Taylor and W. K. Sutton be appointed for Greenbank District; J. C. Harper for Huntersville District; Asa Barlow for Edray District and Ellis McCarty for Little Levels District, and it is further ordered that J. R. Mevener and George W. Duncan apportion the mileage and location of roads among the appointees of Greenbank District."

1915--Asa Barlow, Edray District. Mevener Dilley and Upton Sharp, Huntersville District; K. O. Wade, Little Levels Dist.; French Sutton and Henry L. Kessler, Greenbank District.

The first mention I find of a County Road Engineer is in 1916. J. Hull Kramer was appointed to begin his duties on January 1, 1917 for the term of one year at a salary of \$900 also to have the use of an automobile furnished by the County Court in the discharge of his duties as County Road Engineer. Mr. Kramer served for several years.

Jan. 25, 1940

Pocahontas
Nelle Y. McLaughlin
Second Ave.
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Chapter 4- Section 3

As to the means of travel and communication in pioneer times, it seems that for years the pass ways to and from places in our county and beyond were the trails made by buffaloes and Indians. At first the brush was trimmed away and widened for pack horses, then for sleds and then for wagons as progress required. The pioneers seem to have noticed that it would be advisable to avoid the trails along the streams and valleys, and follow the crests of the leading ridges, and so new paths were blazed and came to be used. This accounts for the steepness of the old roads. It was much easier to escape an ambush on a crest or summit than when hemmed in by the valley hillsides. The sons prided themselves with the idea that what was good enough for their fathers was good enough for them, and so they clung to the old paths.

The earlier roads were used almost wholly as bridle paths, the usual mode of travel being horseback and the pack saddle being the usual mode of transporting goods. Horses were plentiful in pioneer days, much more plentiful than at the present time. The assessment as shown by the records of the Annals of Bath County, of which the Greenbrier community was a part from 1791 until 1821, records the fact that in 1782, when under the regime of Augusta County, with George Poage as District Assessor, lists for Jacob Warwick eighty head of horses, William Warwick twenty-two head of horses, and Alexander Dunlap forty-four head of horses.

In 1791, when Bath County was organized, Samuel

Vance was the first assessor of the First District, which included the Greenbank Community. The 476 taxable people listed owned 1376 horses, four carriages, and 132 slaves.

After the County of Pocahontas was formed in 1822, the records show that the county, was divided into precincts of roads. Over each precinct was a surveyor and one surveyor over the whole county. Four or five men were appointed by the County Court in each precinct to keep the roads, such as they were, in repair. These men were not paid and in case they were unable to work on the roads, they hired someone to work in their place.

Sampson L. Matthews was appointed the first county surveyor in Feb. 1822.

James Callison, Wm. Edmiston and John Hill were appointed surveyors of certain precinct roads.

Three or four commissioners were appointed to go over a certain distance of these roads and report to the court conditions, conveniences and inconveniences of such roads.

The surveyors of these roads were allowed fifty cents per day as is shown by the levy laid by the court in June, 1822.

George Burner, surveyor of a road, for six days labor--	\$3.00
Wm. Sharp, two days labor as surveyor of a road-----	1.00
Alexander Waddell, three days labor, surveyor	1.50

It was in 1838 that the first highway was completed in the County, The Warm Springs and Huntersville Turnpike. Henry Harper and William Gibson, a Huntersville merchant, were the contractors. It was a grand highway for that period. Every stream was bridged from Huntersville to the Warm Springs. Capt. William Cackley was in the Legislature that authorized and char-